

highly-respected retired 44-year optician and co-owner of Mahoney-Wilcox Opticians on North Michigan Avenue in Chicago.

Again, it gives me great honor to recognize these scout leaders today. Mr. Speaker, I hope Bill Hawkinson and Bob Wilcox will continue to use their strength and leadership to set a positive example to the citizens of the 3rd Congressional District of Illinois.

A TRIBUTE TO LISA SPECHT

HON. HOWARD L. BERMAN

OF CALIFORNIA

HON. HENRY A. WAXMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. BERMAN. Mr. Speaker, my colleague, Mr. WAXMAN and I, rise today to pay tribute to Lisa Specht who will be honored by the American Jewish Committee as the recipient of the prestigious Learned Hand Award, named in memory of Judge Learned Hand and presented annually to a leader of the legal profession who has been "a voice of understanding and goodwill."

We have known Lisa for many years and have greatly enjoyed our friendship with this charming and accomplished woman.

She is an individual of many talents. In her distinguished career, she has been a television commentator and panelist, a community activist, a feminist and of course, a top-notch lawyer. The Los Angeles Business Journal lists her as one of Los Angeles County's most prominent attorneys and California Law Business has named her as one of California's top 100 Attorneys.

As a senior partner at the law firm of Manatt, Phelps & Phillips, Lisa specializes in representing the firm's clients before governmental entities. Her considerable political acumen makes her a powerful force on their behalf. In addition, she serves as a strategic policy and business advisor to many corporate presidents and CEOs.

A champion of women's rights, Lisa was a co-founder of the Women's Political Committee over twenty-five years ago and has worked tirelessly to recruit and support progressive woman candidates who run for public office. She serves on the national board of the National Organization of Women Legal Defense and Education Fund, and she is a Board Member and former officer of Bet Tzedek Legal Services.

Her interest in improving her community has led her to give generously of her time, energy and skills to numerous boards and commissions including the Industry Policy Committee of the United States Department of Commerce and the Recreation and Parks Commission of the City of Los Angeles. She is also a Trustee of Pitzer College.

Supported by her husband, Ron Rogers, Lisa has been a great force for good in her chosen profession and in her community. We are extremely proud of her many accomplishments and ask our colleagues with great pleasure to join us and the American Jewish Committee in paying tribute to a remarkable person and a wonderful friend, Lisa Specht.

TRIBUTE TO CAPTAIN CHRISTOPHER H. RISING

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today to recognize the outstanding career of one of the New York City's finest, Christopher H. Rising, who today is being sworn in as Captain for the New York Police Department. For the past 15 years, Captain Rising has not only had a distinguished career with the New York Police Department, but has also been an outstanding leader on Long Island.

As a life long resident of Long Island, Captain Rising began his career before earning his degree from St. John's University. Never one to be satisfied with almost, Captain Rising finished his degree at night. After his graduation, he decided to pursue a law degree as well. Captain Rising spent four long years attending St. John's University Law School at night, while continuing to meet all of his responsibilities as a police officer during the day. To his credit and endurance, he not only earned the Juris doctorate, but he did so with honors.

A dedicated family man to his wife, Trish, and their daughter Kaitlin, Captain Rising balances his life with his two loves—his family and his career.

Which is why I would like to thank Captain Rising for his dedication to the people of New York. New Yorkers like him make all of us proud.

IN MEMORY OF THE LATE GEORGE WHITNEY

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. GARY MILLER of California. Mr. Speaker, today I note with great sadness the passing of Mr. George Whitney, one of the great community leaders of Upland, California.

Mr. Whitney unselfishly dedicated his life to improve the lives of others. He was a founding trustee of Pitzer College of the Claremont Colleges. He served Good Samaritan Hospital, the California Historical Society, the Southwest Museum, and the I.N. and Susanna H. Van Nuys Foundation. He also served as president of the Friends of the Huntington Library and the Zamorano Club.

An Upland pioneer, Mr. Whitney moved to the city as a toddler in 1916 and lived there until his passing in January. During that time, the San Gabriel Valley experiencing an unprecedented amount of growth. From 1951 until 1963, Mr. Whitney headed the Upland Planning Commission that was responsible for designing the city's master plan. Because of his commitment to integrating the city's rich heritage with ample open space, Upland has maintained its rural atmosphere nestled at the base of the San Gabriel Mountains.

Mr. Speaker, Mr. Whitney inspired his children, his peers and all who knew him. With

his passing, our community has lost a mentor, a great leader and a friend. God bless him and his family.

INTRODUCTION OF LEGISLATION ON SHIP SCRAPPING

HON. PETER A. DeFAZIO

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. DeFAZIO. Mr. Speaker, I rise today to introduce legislation to address the pressing problem of how to safely dispose of the U.S. fleet of obsolete vessels which are threatening to pollute our nation's waterways. Currently, the U.S. Maritime Administration maintains a fleet of vessels located in waterways around the country that are designated for disposal. However, due to limitations under current law and concerns about the conditions under which these ships could be scrapped, these ships remain rotting at anchor with no easy disposal option in sight.

My legislation would authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD). The legislation would allow MARAD to pay qualifying U.S. shipyards to scrap its obsolete vessels.

Under current law, MARAD is required to make money off of its ship scrapping program. However, because of the considerable expense of scrapping vessels in the U.S., MARAD has had difficulty in selling its obsolete vessels to U.S. shipyards. Until 1994, MARAD sold most of its vessels designated for scrapping to overseas shipyards. Many of these ships ended up in shipyards in India where workers toiled in horrific conditions. A series of articles in the Baltimore Sun in December 1997 highlighted the environmental and worker safety hazards facing the workers who toiled on former U.S. government-owned ships in India.

Following the 1997 articles and under pressure from the Environmental Protection Agency and the U.S. Congress, MARAD stopped sending its obsolete vessels overseas. MARAD has not sold ships for scrapping overseas since 1994. However, there are few options in the U.S. for scrapping the obsolete ships.

Shipyards scrapping vessels in the U.S. must abide by U.S. labor and environmental laws, making it a costly process. However, under MARAD's statutory mandate to maximize financial returns on its obsolete vessels, it must try to sell the ships for scrapping. Meanwhile, MARAD's vessels are in extremely poor condition and pose environmental risks because they contain hazardous substances such as PCBs and asbestos. A recent Department of Transportation Inspector General (IG) report cited these risks to illustrate why MARAD's ship scrapping program needs to be revamped. The IG report recommended changing the law requiring that MARAD maximize financial returns on the sale of its obsolete vessels.

"Environmental dangers associated with MARAD's old, deteriorating ships are very real and increasing daily," the IG report stated. "Some vessels have deteriorated to a point where a hammer can penetrate their hulls."